

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Poland

REPORT

SUBJECT Free Port of Szczecin

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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1. The free port of Szczecin (Stettin) is located east of the Oder River. It is on an island bordered by the Oder River, the Parnica River, the Wroclaw Freight Yard (Wroclawski Dwor Towarowy) and the Dunczyca. It is known as Lasztownia and includes the free port area and the adjoining slaughterhouse. The houses have been destroyed and the sugar refinery dismantled, but the cold-storage plant still exists and is operating.
2. Only the free port is under Soviet administration, while the customs and all other offices are run by Polish authorities.
3. The island on which the free port is situated is connected with the city of Szczecin by ul. Gdansk, which continues across the Parnica River and the Regalica River to the Dabie (Altdamm) Airfield. Streetcars Nos. 2 and 8 travel from the center of the city to the airfield.
4. Approximately 30% of the port was destroyed during World War II. About 500 Germans were employed in reconstructing it. In 1946, all cranes were repaired and railroad tracks again led from the Wroclaw station to each quay.
5. The free port area can be entered through one main gate or four side gates. These gates are guarded by Soviet soldiers. The harbor basin is divided into two parts, the east and west quays. Each of these is approximately 77 m. wide, 297 m. long and 15 m. deep.
6. Until 1945, Szczecin was the largest transshipment port in eastern Germany and was operated by the Stettiner Hafengesellschaft. However, since 1952 all traffic has been stopped. Until that year, the port was used for the transshipment of reparations goods, and foreign ships were also loaded and

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unloaded there. For a short time, the Polish authorities were also permitted to have their ships unloaded in the free port; then the Dunczyca was allotted to them. Approximately 1,500 German prisoners of war were employed in the port, working in three shifts.

7. German Civilian workers were issued passes with photographs, which they had to produce when entering the port area. The prisoners were escorted into the area by Soviet guards. The four side gates were closed to pedestrians and guarded by watch towers manned by one Soviet guard each.
8. All incoming and outgoing ships were strictly checked by the WOP (Military Border Guard). Polish customs officials were posted at the main gate outside the port area. The free port is surrounded by a fence four meters high and consisting of iron bars erected on a concrete base. The fence posts are five meters apart.
9. Two Soviet labor battalions were stationed in the free port. They were billeted on the third floor of the large administration building. The other administration building was used for billeting and recreation rooms for the Soviet officers stationed at the free port. The officer personnel were constantly being transferred.
10. Major Popoff (fnu) was in charge of the free port and its planning department. In his office, blueprints of waterways and navigation plans found in the free port had to be copied and reproduced. New plans for the destroyed section of the port were drawn up and photostatic copies of existing sketches of cranes were made. Three German engineers were employed in the planning department; they made the drawings for the workshops. All papers were kept under lock and key. 50X1-HUM
12. Major Korshikow (fnu) was in charge of all transportation.
13. Major Shuskowski (fnu) was in charge of administration.
14. In October 1952, the Soviet work battalions were transferred to Szczecin-Krzekowo, where they were quartered in the former German anti-aircraft barracks. That marked the beginning of the withdrawal of the Soviet command. Between January and March 1953, the last German workers were dismissed and the gates to the free port were closed. It was rumored that when the free port of Szczecin was closed the shipping of reparations was shifted to Rostock.
15. The free port was equipped with the cranes listed below:
 - a. 1 electric 10-ton crane, 15 m. high, stationary
 - b. 1 electric 5-ton crane, 12 m. high, stationary
 - c. 1 electric 5-ton crane, 12 m. high, stationary
 - d. 4 electric cranes, 2.5 tons each, 6 m. high, stationary
 - e. 3 electric bridge cranes, 5 tons each, 15 m. high, mobile

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- f. 1 electric 50-ton crane, 25 m. high, stationary
- g. 1 electric 10-ton crane, 15 m. high, stationary
- h. 1 electric 7.5-ton crane , 12 m. high, stationary
- i. 2 electric cranes, 5 tons each, 6 m. high, stationary
- j. 1 electric 15-ton crane, 8 m. high, stationary
- k. 4 electric cranes, 2.5 tons each, 8 m. high, stationary
- l. 1 floating crane, 60 tons, 12 m. long and 10 m. wide.
- m. 1 20-ton floating crane, 10 m. long and 8 m. wide
- n. 1 10-ton floating crane, 8 m. long and 6 m. wide.

Enclosure: Sketch of the free port of Szczecin (1 page) (Air-2, Army-2, Navy-2, ORR-2).

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